
SECTION 5.9. TRANSIT ORIENTED DEVELOPMENT DISTRICT – RESIDENTIAL (TODD-R)

A. Purpose

The Transit Oriented Area shown on the official Zoning Map, as it may be amended, is intended to encourage pedestrian friendly, moderate to high density, mixed use development within walking distance of the Bethel Train Station. This will create opportunities for a decreased reliance on the automobile and increased walking, bicycling and transit use. This development will increase tax revenues for the Town and economic support for the adjacent downtown area.

Within the Transit Oriented Area, there are certain areas in which it is appropriate to limit development to residential uses only, rather than to permit or encourage mixed uses. The purpose of this Transit Oriented Development District – Residential is to provide for such residential development.

B. Nature of District

The TODD-R is an independent zoning district, and shall not be applied as an overlay district. However, should the TODD-R be applied to a parcel of land which is also in the Village District Overlay, the provisions of the Village District Overlay shall also apply.

C. Location

The TODD-R may be applied to land within the Transit Oriented Area shown on the official Zoning Map, as it may be amended, and may not be applied anywhere else in the Town.

D. Permitted Uses

1. Subject to the design standards set forth in section H, below, the following uses are permitted by Special Permit in the TODD-R:
 - a. Residential uses in any form or structure, subject to the density, area, height and yard requirements set forth below;
 - b. Accessory uses to the above, which may include, in addition to uses customarily incidental to the principal uses, recreational facilities for use by the residents of dwellings.
2. Park, playground or recreation areas, including trails operated by a governmental unit or recognized non-profit organization with a mission of open space preservation.
3. Railway right-of-way and related terminals.
4. Parking of vehicles.

E. Density, Area, Height and Yard Requirements

1. Residential uses shall be located within a single structure on each lot. Accessory uses may be located in additional structures. The Commission may, by Special Permit, allow multiple structures on a single lot if it determines that the following considerations are met:
 - a. Aesthetic consistency with surrounding development;
 - b. Shape of the lot;
 - c. Topography;
 - d. Location of wetlands;
 - e. Traffic flow; or
 - f. Other factors considered supportive of transit oriented development.
2. The minimum lot size in the TODD-R shall be 80,000 square feet.
3. The residential density requirements in the TODD-R shall be as follows:
 - a. For the purposes of this section, the following definitions shall apply:
 - (i) The term “net area” shall mean the gross combined parcel size, expressed in acres, of all parcels of land which are part of the application, exclusive of the area occupied by wetlands and watercourses, and slopes in excess of 25 %.
 - (ii) The term “bedroom” shall mean a room that meets the criteria set forth in the State Building Code for a bedroom, provided that the Commission may require that certain rooms be counted as bedrooms if they may reasonably be expected to be used as a bedroom. A studio unit shall be deemed to contain one (1) bedroom.
 - b. The minimum number of residential units which must be provided shall be computed by multiplying the net area, in acres, by twenty (20) units.
 - c. The maximum total number of bedrooms permitted in all proposed residential units combined shall be computed by multiplying the net area, in acres, by forty (40) bedrooms.
4. Additional lot requirements in the TODD-R shall be as follows:
 - a. Minimum lot width: 140 feet
 - b. Minimum front yard: 20 feet
 - c. Minimum side yard: 20 feet²

- d. Minimum rear yard: 30 feet²
- e. Maximum building coverage of lot: 50%¹
- 5. Buildings in the TODD-R shall be not exceed the following height limitations:
 - a. All portions of any building which are located within a distance of 50 feet from the centerline of any public street shall not exceed 3 stories and 40 feet in height.
 - b. All other portions of any building shall not exceed 4 stories and 50 feet in height.

F. Parking

In order to encourage the use of modes of transportation other than the automobile and increased use of centralized parking for multiple purposes, the TODD-R shall limit the maximum number of parking spaces rather than establish a minimum number of spaces. The following shall be the maximum number of parking spaces permitted.

- 1. A maximum of 1.5 parking spaces per dwelling unit, plus 1 guest space per 5 units is permitted.
- 2. The maximum number of parking spaces may be reduced if the Commission finds that:
 - a. the development will be adequately served by users of public transportation; or
 - b. the peak parking demand of uses does not coincide and that adequate parking is being provided.
- 3. Parking need not be enclosed within a structure, provided that any part of such use conducted outside an enclosed structure shall comply with all specifications for maintenance hereinafter required for off-street parking spaces.

G. Traffic Study

A request for a Special Permit shall be supported by an independent study prepared by a licensed civil engineer specializing in traffic and parking using industry recognized standards.

H. Design Guidelines

The design guidelines are intended to create a pedestrian friendly environment; provide connectivity within the Transit Oriented Area and to adjacent areas; provide for a scale of development which is compatible with existing development within and adjacent to the district. The following guidelines shall be addressed in development proposals within the TODD-R.

- 1. A concrete sidewalk of at least three (3) feet in width, available to the public, shall be provided along the frontage of any public street.

2. A pedestrian walkway, finished with asphalt or concrete, running from the frontage of any public street adjoining the parcels which are the subject of the application, through said parcels either (a) to provide direct pedestrian connectivity to the Bethel Train Station or (b) to lead to a property line and connect to other pedestrian walkways which provide pedestrian connectivity to the Bethel Train Station. Such pedestrian walkways shall be open to the public, and shall be subject to an easement providing for such public access. The Commission may require that additional pedestrian walkways be installed to provide for future connectivity through the parcels from other parcels.

3. All public rights-of-way as well as pedestrian walkways and open spaces internal to the development shall contain appropriate landscaping including trees and shrubs.

4. Pedestrian amenities including benches, planters, trash receptacles and similar features shall be provided within public rights-of-way, pedestrian walkways and open spaces.

5. The architectural style and materials of buildings shall be compatible with the surrounding area.

6. The portion of parking structures at ground level facing either streets or pedestrian connections to the train station shall be designed so that the only openings are those to accommodate vehicle and pedestrian ingress and egress.

7. All new utilities shall be placed underground.

¹ Where structured parking is provided, the Commission may, in its discretion, permit lot coverage up to 75%.

² When a parcel abuts a residence zone, as set forth in Article 3 of these Regulations, the side and rear yard setbacks adjacent to such residence zone shall be an additional 1.5 feet for every foot of height over 40 ft.